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ECA ACTIVITIES IN THE SECTOR OF INLAND WATER TRANSPORT

ECA ACTIVITIES IN THE SECTOR OF INLAND WATER TRANSPORT

Introduction

1. The importance of the hydrographic system in the East African and Southern African subregion distinguishes it from the other African sub-regions. These vast stretches of water are mainly used for inland water transport. There is therefore an obvious interest and even the necessity to develop this mode of transport in the subregion. These waterways have generated zones of intensive activity. Lately however, a decline in this economic sector has been observed on most of those waterways. Alarmed by this situation, the highest African authorities, the Ministers of Transport, Communications and Planning, took the decision to give priority to action in favour of five of the seven international lakes in the subregion in the context of the Transport and Communication Decade for Africa and in the sector of river and lake Transport in particular. The lakes concerned are: lake Tanganyika, Lake Malawi, Lake Victoria and its affluents, Lake Kariba and Lake Kivu as well as the greatest river flowing through this part of Africa: The Zambezi; (objectives pertaining to river and lake transport within the purview of the global strategy and the plan of action of the Transport and Communications Decade for Africa). By itself it is a vast programme which requires a plan of action. This plan of action has been outlined in the context of the Decade and was defined more clearly at the meeting of intergovernmental experts on Transport, Communications and Planning held in Addis Ababa from 5 to 14 January 1983. The report of this meeting was examined and adopted by the Conference of Ministers of Transport, Communications and Planning held in Cairo from 8 to 11 March 1983.

2. The following decision was taken in view of:

- The shortage of skilled manpower in all sectors of inland water transport,
- The fact that the concept of a single hydrographic entity for each of the African hydrographic basin is one of the essential prerequisites for conceiving a rational exploitation of those basins in any sector, and the transport sector in particular,
- the fact that most of the African waterways are used for navigation in their natural state,
- The fact that transport equipment used at present on most of those waterways is absolete and/or inadequate,

that immediate action to develop inland water transport must be governed by the following priorities:

(a) training staff in all the special skills required by this sector (management, hydrologists, hydrographers, seamen, shipbuilders and shiprepairers, etc);

(b) the establishment of intergovernmental bodies for an integrated exploitation of the waterways;

(c) The development of the waterways (studies, design and construction of adequate waterways and efficient port infrastructures;

(d) Adaptation; modernization and standardardization of equipment used for inland water transport.

3. The role of ECA in its efforts to develop inland water transport in cooperation with African States has always been guided by the aforesaid. In the East African and the southern African subregions in particular, emphasis was put mainly on training, research, and the establishment of joint management bodies for the waterways, studies on the development of inland water navigation, studies on how to adapt the equipment to the conditions of navigability of the waterways which implied thorough knowledge of these conditions.

A. Role of ECA in training manpower for inland water transport in the East and Southern African subregion

4. This is a problem related to the availability of human resources. The traditional approach is to identify the needs and then seek ways and means to meet those needs. This procedure requires a certain period of time to be put into effect. The situation prevailing does not seem to correspond to the needs of the African States concerning staff requirements in the inland water transport sector and immediate action must be taken. For this reason while at the same time ECA pursues its efforts to implement action dictated by the traditional approach, it also gives due attention to the immediate needs i.e. efforts in two main directions pertaining to training African manpower in inland water transport:

(a) Assessing the requirements: This includes projet No. RAF/80/002 financed by UNDP and entitled: "Training programme for African personnel in Inland water transport." This involves the identification of present qualification levels, estimates of future requirements, facilities available at present for training in the sector of river and lake transport.

During this first phase, the situation in several countries of the Eastern and Southern African subregion was examined carefully. The study has shown mainly that:

At all levels of qualification there is a shortage of manpower compared to present needs,

- Although some training centres exist and are scattered over several States of the subregion, their management problems must be solved at the subregional even at the national level. It was also observed that these centres were established for training intermediate and even lower category personnel.

- The need arises therefore on the one hand, to reorganize the centres in order to use them fully at the national and subregional level. On the other hand a subregional training centre for upper-level staff must be established. These two steps which constitute the second stage of the action are part of the main activities to be undertaken by ECA in the future.

(b) ECA wishes to emphasize that the full support of the states of the sub-region will be required if this objective is to be attained, and in particular, in order to update and complement the information gathered in the preliminary study, which was limited in its scope. The availability of updated data is an important factor in the preparation of the terms of reference of the final study for the establishment of a subregional training centre for Eastern and Southern Africa.

(b) Parallel programme of action. Inland water transport in Africa is confronted with two types of personnel problems: On the one hand, the need for immediate steps to provide training for upper-class managerial staff, for which there is shortage at all levels and in all sectors, on the other hand the long period of time required to establish a subregional training centre of the required level and to make it operational.

In view of that situation, ECA has come to the conclusion that parallel action must be undertaken by organizing accelerated training programmes for African professionals having enough experience and adequate technical background (engineers, economists, company executives) and capable of assimilating an intensive programme over a short period of time. This training would enable them to take charge of higher responsibilities in the development of inland water transport in their respective countries. The first such experiment was organized at the Leningrad Inland Water Transport Institute (USSR) with the financial backing of UNDP. The programme was devoted mainly to management i.e. economics, organization and planning of inland water transport. The programme lasted three months (26 April to 26 July 1982).

7. This programme provided high level and intensive training. It required a high capacity of assimilation from the participants. That is the reason why ECA adopted strict admission requirements (upper level managerial staff in the water transport sector). ECA has noted with great satisfaction that the Council of Ministers of the MULPOC of the Eastern and Southern African States held in Mbabane (Kingdom of Swaziland) from 14 to 16 February 1983, formally recommended that ECA pursue this action (para. 42-43 of the report of the meeting).

8. In keeping with this recommendation, ECA is considering a similar programme for the near future. However ECA wishes to point out that the following requirements must be complied with if the programme is to be successful.

- The participants must have a background strictly in conformity with the profile defined by ECA.

- The courses offered must be relevant to actual problems for which rapid solutions are needed to improve inland water transport in the country concerned. Admittedly, these problems may vary from a country to another. They must therefore be clearly identified and their most important aspects must be emphasized. For this purpose, ECA will prepare questionnaires to be distributed to the States. It is of the highest importance that each country answers the above questionnaire with as much attention as possible to ensure the success of the programme.

B. Establishment of joint management bodies for the waterways

9. It is not always possible and it is not even advisable to consider the multiple uses of waterways separately even if these involve varied technologies such as irrigation, hydroelectricity, inland water navigation etc. Even if one of those activities was to be considered separately, the problems of all nature that are involved cannot be solved through this approach. These considerations notwithstanding, and if for the purpose of this document we have to mention the specific problems related to navigation on international waterways, it must be emphasized that only through international cooperation can a rational mode of exploitation be achieved (from the technical, economic, social and even political standpoint) at the national and the sub-regional level.

10. It is a well known fact that any technical solution to the development of waterways for the purpose of navigation (regulation, canalization, channel stabilization, excavation by dredging) is basically governed by the principle of unity of the hydraulic networks of the basin or at least by its main components. Any action aimed at pinpoint or temporary improvement can only be partial and would be likely to provoke catastrophic reactions in other parts of the river (uncontrollable sedimentation, shifting beds, modification of the hydraulic regime). This in turn would have a direct impact on the economics of water transport on these waterways and can possibly create an unfavourable political climate.

11. In keeping with the strategy adopted by the African Ministers of Transport, Communications and Planning for inland water transport, ECA therefore attaches particular importance to the establishment of joint management bodies to carry out common development policies for the basin. Such an organisation must be designed from the outset to achieve better common development of the main national activity in the basin. Generally, speaking, inland water transport has emerged as the main possibility of economic development of the basin because all other activities can flourish only with an adequate transport system. For this reason, joint management of inland water transport has always constituted the starting point for all international organizations whose purpose is the development of the waterways of the hydrographic basins.

12. ECA is at present engaged in that direction in two hydrographic basins covering some countries in the Eastern and Southern African subregion. These are first: the basins of three lakes in the subregion; (lakes Victoria, Tanganyika and Kivu). Following a request from the countries concerned, ECA has undertaken a preliminary study for an efficient and integrated transport system on these lakes. ECA is also actively engaged in the preparation of the study that was recommended, i.e. defining the procedure for the establishment of a joint Transport Company on Lakes Tanganyika and Kivu. The scope of this study will certainly have to be broadened and extended to all the riparian States using these lakes for transport. It should be noted that the first part of that report concerning the "present navigating conditions on the lakes" as defined in appendix C of the report of the preliminary

study is included in the main chapter of the study on inland water transport being undertaken by ECA in the subregion.

13. Furthermore ECA is currently working on a study for the establishment of an international organization for the joint development of a hydrographic basin covering four countries of the subregion, namely Rwanda, Burundi, the United Republic of Tanzania and Zambia. This is the Congo/Zaire river basin which covers nearly 10 per cent of the territories of these countries. The study is mainly concerned with joint management of navigation on the river and will recommend the best method of organisation taking into account the prevailing situation. The report will be communicated to the governments for review by the specialized agencies prior to technical meeting to be organized later in order to prepare the final report to be submitted to the respective governments.

C. Studies for the Development of Inland Water Transport

14. One country in the subregion has requested the services of ECA in that sector. The Government of Ethiopia has requested the assistance of ECA to undertake a study on the development of Transport on the country's lakes and rivers (Baro and Akobo rivers, lakes Tana, Abaya and Chamo). ECA has worked out the terms of reference for the study and has established a joint working group composed of an expert from ECA and technicians from the Department concerned with Inland Water Transport in Ethiopia. The studies started in June 1983 and are nearing completion.

15. Other actions undertaken by ECA in the subregion include a study on the Inland Water Transport system.

16. This study includes mainly: carrying out an inventory of data gathered on these waterways, analyzing their content, recommendations and conclusions from previous studies and reviewing action or decisions that were taken as a result of these surveys; the present situation and prospects in the sector of inland water transport in the subregion and the main waterways in particular (conditions of navigability, facilities available or to be installed, whether they should be kept or improved, port equipment available, transport equipment and present or future maintenance facilities. The organisation of transport management on the waterways, statistics on transport etc.)

17. This study is now under way and it will be submitted to the countries of the subregion as soon as the final report is completed. ECA expects to derive much from observations to be made by the specialized services in the countries concerned: these will enable ECA to make the best use possible of the conclusions of the study.

D. Study on how to adapt the equipment to the conditions of navigability in the waterways

18. Compared to other modes of ground transport, inland water transport must compensate for its slowness (low speed, longer idle periods) through lower transport fares, regular and dependable service. This requires adequate equipment in addition to the appropriate staff and a well organized set-up. The equipment must be adapted to the goods to be carried and to the conditions of navigability in the waterway. The situation is however that the equipment currently used on African waterways is not only obsolete but also inadequate for efficient use. At the request of the countries of the Eastern and Southern African subregion, ECA has undertaken a study on the subject in order to define the type of vessels indicated for one of the most important river in the subregion: The Zambezi and its hydrological network (rivers and artificial lakes along its course.) The study was undertaken by ECA and was consigned in report No. RAF/80/26. This preliminary study has paved the way for a thorough survey for which a draft document was prepared by ECA and submitted to UNDP for evaluation and financing. This study covers three main items:

- The definition of the present and future traffic on the waterways that constitute the river (nature of goods, present and future quantities for each type of goods, zones and directions etc).

- A survey of the various means of transport on the river, conditions of navigability under the prevailing hydrometiorologic situations, the development of these conditions of navigability under the influence of the trends in traffic and the various development works within the basin of the river (irrigation catchments, hydroelectric dams, industrial projects along the river etc.)

- The evaluation of the existing fleet, including the design of vessels adapted to the volume of traffic and to the conditions of navigability, adequate port infrastructures and superstructures for the movement and handling of the vessels, the system of navigation proposed (towing; pushing; automotive vessels) the dimensions of the structures required by navigation (canal locks, width and bents of the channels, traffic control, the composition of the fleet and estimates on the requirements.

E. Other activities of ECA in the sector of inland water transport

19. Other activities include mainly, assistance to member States in the preparation of projects concerning the Eastern and Southern African subregion within the framework of the United Nations Transport and Communications Decade for Africa.

Conclusion

20. ECA is pursuing its efforts, concurrently with the countries of the Eastern ans Southern African subregion to develop inland water transport. In keeping with the recommendations of the African Ministers of Transport, Communications and Planning future action in the sector of inland water transport will put emphasis on the following:

- problems related to training personnel in inland water transport
- the establishment of international organisations for a joint exploitation of the waterways
- problems related to the development of infrastructure (waterways and ports)
- Adaptation, modernization and standardization of equipment.

21. In the Eastern and South ern African subregion in particular, ECA believes that the priorities of this plan of action should be adhered to. It wishes to emphasize that the basic concept of the establishment of joint organizations for inland water transport should be investigated even further in the subregion.

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PROGRESS REPORT TO MEMBER STATES

ON ECA ACTIVITIES IN THE FIELD OF PORTS

PROGRESS REPORT TO MEMBER STATES ON ECA ACTIVITIES IN THE FIELD OF PORTS

1. Background

The United Nations Economic Commission for Africa has as one of its goals, the diversification and extension of African countries' trade, the majority of which (90%) is carried by sea. ECA secretariat is engaged in a programme of work aimed at improving the efficiency of maritime transport, assisting the African countries in establishing and strengthening their national merchant marine transport industry.

It is evident that increased port costs - both direct, due to added shipping costs, and indirect, as interruptions to cargo flows, especially destinated to the land-locked countries of the sub-region, cause economic disruption and commercial problems to the national economy.

Besides, sometimes the serious consequences of port's inefficiency are in fact hidden; trade which has been prevented by high costs cannot be measured and is all too easily overlooked.

In other words, no one could measure the full economic and social consequences, nor how much trade failed to be generated because of the extreme costs and delays. Thus increased port efficiency is an important key to the reducing of total transportation costs necessary for the stimulation of African maritime transport and African external trade.

Since trade is a vital component of economic development and adequate port capacity is vital for trade, adequate port capacity is vital for economic development. Without adequate port capacity in the subregion trade will be handicapped and ultimately stifled until more attention is given to port development.

Recognizing the crucial role of the port in the transport chain, part of the work of ECA Secretariat was concerned with helping increase the contribution which ports in Africa in general and in Eastern and Southern Africa in particular can make towards provision of more efficient transportation of goods and passengers. This work was carried out through the following activities:

- training of African port personnel;
- modernization and harmonization of port statistics and the introduction of performance indicators in Eastern and Southern African ports;
- technical assistance for the introduction of universal procedures of control of foreign vessels in African ports;

2. Training of African port personnel

During the seventh Council Meeting of the ECA sponsored Port Management Association of Eastern and Southern Africa (PMAESA) which took place in Mahe, Seychelles in 1979, it was resolved that the question of training of port personnel in the subregion should be brought to the attention of the Lusaka - based Multinational Programming and Operational Centre for Eastern and Southern Africa (MULPOC).

As a result a paper on port training needs and requirements in the subregion was presented by the Association to the Third Lusaka - based MULPOC meeting held in Gaborone, Botswana in 1980, where the Council of Ministers of MULPOC requested ECA

to carry out jointly with the International Maritime Organization (IMO) a study mission on training requirements of Eastern and Southern African coastal countries including Indian Ocean Island States. The mission identified preliminary training requirements port management and operations and examined the existing training facilities in the subregion including the possibility of converting the Bandari College, Mombasa, Kenya into a subregional training centre for training of port personnel.

The mission's report was presented first to the fourth and after additional consultations with the Kenyan Government on some topics, finally to the fifth Council of Ministers of Lusaka-based MULPOC meetings held in 1981 and 1982 in Maseru, Lesotho and Lusaka, Zambia respectively. After considering the report the Council further requested ECA to finalize the report and submit it to the sixth Council of Ministers. Also, the 9th Council Meeting of PMAESA that took place in Djibouti in November 1981, agreed to form a sub-committee on training to closely follow-up port training matters in the subregion and study to the extent possible training needs within the subregion.

As a result of this sub-committee's activities it was decided that a joint ECA/PMAESA mission be mounted in August 1983 covering the following countries in the chronological order: United Republic of Tanzania, Mozambique, Malawi, Mauritius, Madagascar, Kenya, Seychelles, Somalia, the Sudan, Djibouti and Ethiopia

The main conclusions and recommendations of the above mission are as follows:

(i) There is an urgent need for the ports in the subregion to pay more attention to training of manpower. In the period of 1984-1988 a total of about 7500 employees should be trained at various levels and in various fields of activities.

(ii) A new strategy should be adopted by the member countries to make an optimum use of the existing training facilities, on subregional basis.

(iii) In those ports where no training units exist, they should be created, qualified training officers should be recruited and potential trainees identified for subsequent participation in the workshops for training of trainers.

(iv) Where cargo handling companies are not part of the Port Authorities, there is an urgent need to create a forum for consultations on utilization, training and development of manpower, in view of the crucial role the cargo handling companies do play in the efficiency of ports.

(v) Ports that do not have job descriptions and job specifications should undertake a job analysis exercise with a view to prepare job descriptions and specifications.

(vi) After establishment of job descriptions and specifications, schemes of service should be introduced to provide for a clear career pattern and basis for short and long term training programme.

(vii) A performance evaluation system should be established (in those ports where such system does not exist) to monitor work performance against pre-set standards.

(viii) A more systematic approach should be adopted in identifying training needs.

(ix) The Port Management Association of Eastern and Southern Africa, in fostering co-operation in the field of training should strengthen the role of its sub-committee on training and make it serve as focal point for identification

of training needs, and for collection and dissemination of information on training needs and opportunities.

(x) Workshops for training of trainers/instructors should be organized, possibly at Bandari College, Mombasa.

(xi) Ports in the subregion should be encouraged to increase their participation in port management and operation courses organized by UNCTAD, ECA and other institutions.

ECA Secretariat being commended by the Council of Ministers for its effort in organizing training courses in upgrading and improving the professional and managerial competence of African port personnel is preparing a new seminar and study tour for 40 African experts on "Port Operations and administration problems" which is scheduled from 30 July to 12 August, 1984 in Leningrad, USSR. The main objective of the Seminar is to provide, through lectures, panel discussions and visits to the USSR ports of the Baltic Sea, a training programme designed to improve professional and managerial competence of African port personnel responsible for port operations and port administrations in their respective countries.

The preparatory activities for the Seminar are underway and ECA expects to announce the Seminar and invite nominations in February 1984.

3. Modernization and harmonization of port statistics and the introduction of performance indicators in Eastern and Southern African ports

Most of the work in connection with the above ECA/UNCTAD project had been done in 1982. Out of the six components of the project, five have been implemented. The last component which consists of a number of missions to assist the participating ports in the introduction of the proposed scheme and in processing the collected statistical information, has been undertaken in March-July 1983.

For budgetary reasons, funds for the last stage of the project have been reduced and consequently follow up assistance has been cut by half. However, a number of visits of short duration have been made to the following ports of the subregion which have requested assistance: Port Sudan (Sudan) Port Assab (Ethiopia), Djibouti (Djibouti), Mombasa (Kenya), Tamatave and Antananarivo (Madagascar), Port Victoria (Seychelles), Port Louis (Mauritius).

During the above missions it was recognized that in general the new uniform statistical scheme is working well and as result of its introduction some improvements were made in-operational planning programme and co-ordinating of all activities in ports.

The project liaison officers are making considerable efforts to implement the scheme to which they attach great importance as an analytical management tool. However, it was found in most ports visited that the recruitment of a special statistical clerk is advisable to allow more timely completion of the forms and to provide continuity during the leave of the chief accountants who are at present carrying out this work.

In some ports it was found that although regularity and good presentation of data has been achieved by the designated personnel, some data seemed inconsistant with reality. This means that ECA/UNCTAD officials should undertake further visits to some ports and verify data accuracy. Besides, some port's officials should be assisted and encouraged to implement the uniform scheme of port operational statistics in the region.

4. Technical assistance for the introduction of universal procedures of control of foreign vessels in African ports

The problem of control of foreign vessels in ports has been on the agenda of the World Maritime community practically since the adoption in 1960 of the International Convention for the Safety of Life at Sea which provides for control procedures to be followed by the Contracting Governments of the Convention with regard to foreign ships visiting their ports.

The main objective of the requirements of the above Convention as well as other Conventions to this effect and the right of States of ports of call to carry out control of foreign ships is to ensure that ships comply at all times with maritime safety and pollution standards prescribed by relevant international conventions.

In some cases it may be difficult or even impossible for the administration to exercise full and continuous control over some ships entitled to fly the flag of its State, for instance, those ships which do not regularly call at a port of the flag State. The problem can be, and has been partly overcome by appointing inspectors at foreign ports or authorizing classification societies to act on behalf of the flag State Administration.

In order to assist the member States in introducing of control of foreign ships in African ports, in conformity with the universally accepted provisions of the relevant Conventions, ECA has prepared a paper "Control of foreign vessels in ports: procedures and legal implications", on request of the Port Management Association of Eastern and Southern Africa. This paper aimed at introducing internationally accepted practice and guidelines of control of foreign vessels in African ports, has been delivered and discussed during 11th Session of the Council of the above Port Management Association.

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REPORT OF ECA ACTIVITIES IN THE FIELD OF ROADS AND ROAD TRANSPORT

REPORT ON ECA ACTIVITIES IN THE FIELD OF ROADS AND ROAD TRANSPORT

Table of Contents

		Para.	Page
I.	BACKGROUND	1	1
II.	HIGHWAY PLANNING	2-7	1
	A. General		
	B. Trans-East African Highway		
	C. African Highway Master Plan		
III.	ROAD MAINTENANCE	8-16	2
	A. General		
	B. Third African Highway Maintenance Conference		
	C. ECA Handbook on Highway Maintenance in Africa		
	D. Joint ECA/World Bank Road Maintenance Seminar		
IV.	HIGHWAY SAFETY	16-24	4
	A. General		
	B. African Highway Code		
	C. ECA/Nordic Countries Road Safety Congress		
V.	NON-PHYSICAL BARRIERS	25-31	5
	A. General		
	B. TEAHA Inter-State Facilitation Commission		
	C. TWAHN Inter-State Facilitation Commission		

REPORT ON ECA ACTIVITIES IN THE FIELD OF ROADS AND ROAD TRANSPORT

I. BACKGROUND

1. The United Nations Economic Commission for Africa promotes the development of roads and road transport in the region, with special emphasis placed on the development of international highway planning and implementation, improved road maintenance performance, institution of highway safety programmes at the national and regional levels, and the removal of non-physical barriers of legal and administrative nature that adversely affect international travel and trade by road.

II. HIGHWAY PLANNING

A. General

2. Highway planning is a basic activity of any African highway agency. However, planning by Governments in the last two/three decades has been confined to the improvement and development of national networks; with little, if any, attention paid to inter-State connection. At the initiative of the Economic Commission for Africa, a number of major Trans-African Highways have been launched and are under various stages of development. Of these continental highways, the most important highway to the member States of the Lusaka-based MULPOC is the Cairo-Gaborone Trans-East African Highway.

3. The ultimate objective of developing the various subregional Trans-African Highways is to provide, jointly, a coherent highway network to serve Africa as a whole. Towards that end therefore a study of the African Highway Master Plan is being launched.

B. Trans-East African Highway (TEAH)

4. The first inter-governmental meeting of member States of the Cairo-Gaborone Trans-East African Highway was convened in Addis Ababa in June 1976, and representatives of Egypt, the Sudan, Ethiopia, Kenya, the United Republic of Tanzania and Zambia decided to set up a steering committee to monitor the co-ordinated and accelerated development of the Trans-East African Highway system; and the removal of all physical and non-physical barriers to travel and trade in that part of Africa. Then followed a second meeting in Khartoum in 1978, and a third meeting in 1980 in Addis Ababa, which together paved the way for the establishment of the Trans-East African Highway Authority (TEAHA) in 1981. The TEAH Authority then met in Cairo, Egypt in March 1983 and decided to establish an inter-State Commission to look into non-physical barriers that hinder smooth travel and trade in East Africa, and instructed ECA to prepare the necessary working document for its establishment.

5. ECA, therefore, prepared and presented the documents to an extraordinary meeting of the Governing Council of Ministers of TEAHA at Cairo at the end of October 1983, at which two important decisions were made: the first, and indeed a milestone event, was the establishment of the Inter-State Facilitation Commission of TEAHA, which would promote the facilitation of travel and trade in the region. The TEAHA Council also decided to revive and utilize the Trans-African Highways Bureau as its secretariat, in lieu of a separate full-fledged bureaucracy of its own.

6. In a related development, the Economic Commission for Africa is in serious negotiation with a bilateral donor to fund the prefeasibility study of the highway from Cairo to Gaborone; which, when finalized, would provide a plan for the co-ordinated and accelerated development of the whole highway from Cairo to Gaborone, to an all-weather standard.

C. The African Highway Master Plan

7. In order to provide the African continent with a co-ordinated and integrated continental highway network plan, ECA has prepared the terms of reference for an African Highway Master Plan Study and is currently in serious negotiation with a bilateral donor to provide financial and technical assistance for the study. The Master Plan would take two years to complete; and would predict the growth of transport demand, assess the relative economies of roads versus other modes such as railways and inland water transport, and make proposals for a continental highway network to be constructed or improved to a sound investment programme. The Master Plan will of course co-ordinate and harmonize the road planning processes at the national and subregional levels and reconcile subregional divergencies into a unified and integrated regional network.

III. ROAD MAINTENANCE

A. General

8. The topic of road maintenance is one of the most important issues facing African Governments today, because maintenance performance has been grossly deficient throughout the region, and postponed maintenance work is entailing expensive reconstruction and rehabilitation. The maintenance problem has reached such a critical stage that international financing agencies are obliged to redirect their funding policies towards maintenance rather than new construction.

9. To improve the awareness of Governments of their maintenance responsibilities, and strengthen their maintenance capabilities, ECA, in collaboration with co-operating agencies and industrialized nations, has organized conferences and seminars and is publishing documents on proper road maintenance.

24. The Congress, the first of its kind in Africa, would deal with all aspects of traffic accidents, as shown in the proposed programme (annex II).

V. NON-PHYSICAL BARRIERS

A. General

25. Travel on the Trans-African Highway continues to be hampered not only by lack of adequate all-weather roads, but also by barriers of administrative and legal nature. To improve international travel in Africa, and relax stringent customs, rules and procedures applied to the traffic of passengers and goods, the Economic Commission for Africa conducted a study in 1974 along the Lagos-Mombasa Highway. The objective was to determine the extent of those constraints and to formulate remedial measures. The findings of that study are currently being applied to the other subregions. Inter-governmental Facilitation Commissions are being established to follow up implementation of measures designed to eliminate those non-physical obstacles or reduce their effects to a minimum.

B. TEAHA Inter-State Facilitation Commission

26. The Governing Council of the Cairo-Gaborone Trans-African Highway Authority (TEAHA), during an extraordinary meeting in Cairo in October 1983, approved the establishment of its Inter-State Facilitation Commission (IFC).

27. The immediate objective of the IFC of TEAHA is to identify on the spot the administrative and legal barriers that adversely affect travel and trade on TEAHA system, and to formulate measures for their removal or reduction, so as to ensure freedom of access and transit on the network.

28. ECA also prepared all the documents that led to the establishment of subsidiary bodies of the IFC, the three Working Groups for (a) customs, (b) immigration and (c) traffic regulations; with the Sudan, Kenya and Ethiopia, respectively, acting as Chairmen of the three Working Groups.

C. TWAHN Facilitation Commission

29. ECA has prepared the working document for the establishment of the Inter-State Facilitation Commission for the Trans-West African Highway Network (TWAHN), in response to the specific request of member Governments.

30. Like the TEAHA's Facilitation Commission, the TWAHN Facilitation Commission, when established, would identify major constraints that hinder international travel in West Africa, and design measures for their systematic removal.

31. In the spirit of self reliance, member countries would be expected to second qualified personnel to man the Inter-State Facilitation Commissions and their respective Working Groups; however the Trans-African Highways Bureau in ECA would provide any assistance and back stopping required.

B. The third African Highway Maintenance Conference

10. In September 1981 ECA organized the third African Highway Maintenance Conference, in co-operation with the Governments of the United Kingdom, France, the Federal Republic of Germany and the World Bank. High-powered delegations from the sponsoring Governments and the World Bank exchanged opinions and experiences with African highway officials and engineers, on maintenance management and financing; equipment and labour-intensive maintenance; and materials and training requirements. The Conference expressed concern that financial constraints, organizational problems, and equipment and spare parts shortages are primarily responsible for the deteriorating state of maintenance of African highways, and appealed to African Governments and financial institutions to work to improve the situations.

C. ECA Handbook on Road Maintenance

11. Following the resolution at the second Highway Maintenance Conference in 1976, ECA, in collaboration with the Governments of the United Kingdom, France and the Federal Republic of Germany, produced an outline of a maintenance handbook and distributed it throughout Africa for comment. Comments received were used in the final publication.

12. The handbook consists of three volumes dealing, respectively with drainage maintenance, gravel road maintenance and paved road maintenance. The handbook is being distributed to both English- and French-speaking highway agencies throughout the region.

13. In a related development, and as offshoots of the handbook, trainer manuals and other documents are being considered for production in the immediate future.

D. Joint ECA/World Bank Highway Maintenance Seminars

14. The first joint ECA/World Bank Seminar on Road Maintenance for East and Southern Africa was held at Addis Ababa from 31 May to 4 June 1982. It was attended by representatives from Botswana, Ethiopia, Kenya, Malawi, the Sudan, Swaziland, Uganda, the United Republic of Tanzania, Zambia and Zimbabwe.

15. The seminar emphasized the economic benefits of road maintenance and the savings that would accrue to road users in the form of reduced vehicle operating costs which were larger than the benefits from prolonging the life of the roads and reducing the future costs of strengthening and rehabilitation.

16. The second ECA/World Bank seminar is scheduled to be convened at Abidjan, the Ivory Coast in October 1984 (for West and Central African countries), in co-operation with the African Development Bank and the Governments of Canada (CIDA) France and the Ivory Coast.

IV. HIGHWAY SAFETY

A. General

17. African countries have, in the last two decades, expended a considerable amount of their scare resources to build, expand and modernize their national networks, in the universal and most fitting belief that an efficient transport infrastructure is an indispensable component of the overall development effort.

18. As roads are built and are modernized, the number of kilometres and vehicles increase, and speeds increase. This leads to the undesirable side effect: increasing number of deaths, injuries and property damage resulting from road accidents. The problem is aggravated by immoderate use of alcohol, which impairs driving ability, and the victims of drinking and driving crashes are invariably innocent by standers.

19. Industrialized nations have succeeded to arrest and reverse the ever-rising rate of road accidents, by constantly improving road design; establishing and practicing highway safety programmes; and by research and application of new methods of reducing accidents.

20. To increase African awareness of the hazards of road accidents, ECA is producing appropriate safety documents and is organizing a congress that would provide the forum for exchanges of international and African experiences.

B. The African Highway Code

21. One of the safety documents being produced by the Economic Commission for Africa, in collaboration with the United Kingdom Transport and Road Research Laboratory is an African Highway Code. As indicated in the annexed "outline", the African Highway Code would be a safety manual for road vehicle operators, law enforcement agencies, education and health authorities, highway research experts and the travelling public in general. It puts special emphasis on children in traffic, the alcohol problem, the management of accident situations; and the need to formulate and implement road safety programmes by African Governments, if the carnage on African roads and streets is to be checked.

22. The African Highway Code would be widely distributed throughout Africa to obtain local views which could be incorporated in subsequent editions.

C. ECA/Nordic Countries Safety Congress

23. ECA, in collaboration with the Nordic States, is organizing the first Road Safety Congress in Africa at Nairobi in August 1984, with the co-operation of the Government of Kenya. The World Bank and the United Kingdom Transport and Road Research Laboratory would participate and make invaluable contributions; and the World Health Organization and the Prevention Routiere Internationale (PRI) would be invited to participate and contribute.

The African Highway Code
(Outline)

I. The Pedestrian

The pedestrian, especially the child pedestrian is by far the most vulnerable victim of fatal traffic accidents. This section therefore contains advice to the pedestrian to be always on the lookout when on the highway, whether he is walking along, crossing or standing on the roadway; and always to expect the unexpected:

Topics for consideration

1.1 Safe walking along the highway, alone, with children, with animals and cattle.

1.2 Precautions during highway crossing, use of pedestrian tunnels or overhead pedestrian flyovers.

1.3 Traffic signs and markings, use of pedestrian-actuated signals, buttons.

1.4 Safeguards during marching on the highway.

1.5 Part-time pedestrians: precautions during walking to and from vehicles parked on the highway.

1.6 Lookouts for special traffic: fire trucks, ambulances, speeding police patrol cars, military convoys, floats, etc.

1.7 Precautions against traffic at night or during inclement weather.

II. The Vehicle

The Vehicle, its road worthiness and its periodic inspection and maintenance are all considered very important factors in the safe driving effort. Occupant protection devices need to be installed and utilized. Mechanical conditions, fuel system integrity, tyre quality, light and breaks all need to meet established standards if they are not to contribute to the worsening traffic problems:

Topics for consideration

2.1 Vehicle inspection (new, annual), road worthiness.

2.2 Periodic maintenance requirements; lights, breaks, tyres, directional signals.

2.3 Breakdown on the highway, essential tools, towing.

2.4 Proper marking, use of flags, chevrons, on vehicles.

2.5 Belts and buckles.

III. The Driver

As long as vehicles travel on the highway under the control of individual operators, the abilities and limitations of drivers need to be taken into account, if the incidence and severity of accidents are to be reduced. Proper handling of vehicles on the highway with the thought in mind that a fraction of a second would be quite sufficient to bring about catastrophy and calamity if the driver is not in full and complete control of his senses and the machine at all times, is an extremely important factor in the safe driving campaign. Error of judgement, lack of proper concentration, incorrect manouvers all contribute to road accidents.

Topics for consideration

3.1 Skill development for safe driving.

3.2 Defensive driving, highway courtesy.

3.3 Observation of pedestrian priority.

3.4 Proper starting, disciplined driving, cautious overtaking, care in stopping on the highway and on parking.

3.5 Safe driving at night, and during adverse weather conditions.

3.6 The dangerous LEFT TURN (and for countries driving on the left side of the road, the dangerous "Right" turn).

3.7 Yielding to ambulances, fire trucks, convoys, etc.

3.8 Precautions against inflammable or other dangerous cargo carrying vehicles, care at railroad crossings, etc.

IV. General

Topics

4.1 Signs and markings.

4.2 Emergency services, accident management.

4.3 Accident reporting systems.

4.4 Accident locations and servaillance.

4.5 Safety programme indications.

4.6 Indicative rules and regulations governing drinking and driving.

4.7 Epidemiology of roads accidents.

4.8 Technological innovations, the advent of the mico-computer revolution relevant to accident information systems.

4.9 Motorcycle safety.

4.10 Control of animals

Annex II

Joint ECA/Nordic Countries Road Safety
Congress in Africa

PROGRAMME OUTLINE

DAY ONE	(AM)	1. REGISTRATION OF PARTICIPANTS.
		2. OPENING FORMALITIES.
		3. GENERAL: Road safety problems in Africa, and the safety programme impact in industrialized countries.
(1)	(PM)	4. PEDESTRIAN SAFETY: Protections and restraints, pedestrian aids and guides, child safety education.
		5. THE VEHICLE: Road worthiness, inspection and licensing, maintenance standards, occupant protection devices, hazardous vehicle conditions.
DAY TWO	(AM)	6. THE DRIVER: Licensing evaluation and re-examination, drinking and driving, hazardous drivers, defensive driving and highway courtesy
		7. THE HIGHWAY: Design policies, standards, guides, practices; highway lighting; sight distance, horizontal and vertical curvature and other geometrics; signs, signals markings and surface treatment; correcting safety deficiencies, debris and hazards.
(2)	(PM)	8. MASS MEDIA FOR SAFETY: Public awareness development via radio, TV and newspapers; safety education and propaganda pamphlets, posters, bilboards, other audio-visual safety aids.
		9. ENFORCEMENT: Role of traffic police, highway patrols, accident management and investigation, first aid, traffic courts.
DAY THREE	(AM)	10. EPIDEMIOLOGY OF ROAD ACCIDENTS: Medical examination and screening of drivers; role of public health authorities; minimum age of drivers; impairment by alcohol, drugs, epidemiology research
		11. MISCELLANEOUS (a) Safety campaign support from insurance agencies; vehicle, tire and parts distribution representatives; oil companies; (b) Accident record systems
(3)	(PM)	12. CONCLUSIONS AND RECOMMENDATIONS
		13. CLOSURE